



Division of Operations

Aberdeen Region Office
West Highway 12
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September 13, 2023

ADDENDUM NO. 1

Re: **000P-169 & 000N-169, PCN i7C6 & i7C7**
Brookings, Clark, Codington, Deuel, Grant, Hamlin & Roberts Counties
Waterborne Pavement Markings

TO WHOM IT MAY CONCERN:

PROPOSAL: No Changes

PLANS: Please destroy Sheet 6 and replace with the enclosed Sheet 6, dated 9-13-23. Under the heading High Build Pavement Marking Paint, deleted the paragraph on cold weather paint additive. Added a note section for Pavement Marking Beads.

When sending in your sealed bid please state on the front of the envelope that Addendum No. 1 was received.

Sincerely,

DEPARTMENT OF TRANSPORTATION

Mark Peterson
Region Engineer

cc: **M. Brey** C. Bennett Steen File

SEQUENCE OF OPERATIONS

The Contractor will submit a route marking schedule indicating the order in which routes will be marked. This schedule will need to be submitted at least 1 business day prior to the preconstruction meeting. The Contractor will provide prompt updates to the schedule if changes occur.

GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

GENERAL PAVEMENT MARKING NOTES

The in-place pavement markings will be duplicated when striping. The Contractor will take the necessary action to retain widths, locate tapers, and to be able to reproduce those that are in-place. Quantities of paint are included in the Estimate of Quantities and the cost of this work will be incidental to the contract unit price per gallon for “High Build Waterborne Pavement Marking Paint, White” and “High Build Waterborne Pavement Marking Paint, Yellow”.

The intent of this project is to mark existing 4” width centerlines, edge lines, and lane lines. No marking of parking stalls, crosswalks, stop bars, railroad crossings, turn arrows or 24” diagonal hash marks for gore areas will be required on this project.

The Comments column on the Table of Pavement Markings notes locations of turn lanes and auxiliary lane that a present. This listing may not include all unique items that are present and require additional time and effort to mark.

The pavement will be cleaned of dirt, loose stones, and other foreign material before the paint is applied. Sweeping will be incidental to painting.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4” line = 22.5 Gals/Mile
Dashed 4” line = 6.2 Gal/Mile
Glass Beads = 8 Lbs/Gal.

All cost for materials, labor and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

Centerline Yellow pavement markings on 2 lane roadways are calculated based upon an average rate of 15 gallons per mile. This rate could vary significantly on some route.

PAVEMENT MARKING BEADS

The SDDOT will furnish 104,000 pounds (52 totes weighing 2,000 pounds each) of pavement marking beads for this project. The beads are located in Aberdeen at the SDDOT Region complex located at 2735 West US Highway 12. The Contractor will make arrangements for pickup and loading of the beads by contacting Dan Martell (605-626-7879) or Wayne Hein (605-626-7880). The SDDOT will load the bead containers for the Contractor. Contact hours for the SDDOT personal listed are Monday thru Thursday 8AM to 5PM. Loading of beads by SDDOT forces will be limited to normal business hours Monday through Friday. Arrangements for loading of beads will need to be made at least 3 business day prior to bead pickup.

For Excise Tax purposes, the furnish cost of the beads is \$0.509 per pound.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m²/lux for white and 170 mc/m²/lux for yellow.

MARKINGS WITHIN SINUSOIDAL CENTERLINE RUMBLE STRIPES

Retroreflectivity readings will not be taken for pavement markings within the sinusoidal rumble stripe. Restriping of pavement markings to meet the specified application rate requirements and to provide a quality retroreflective line will be at the expense of the Contractor with no additional cost to the Department. Sections to be restriped will be determined by the Engineer.

HIGHEST PRIORITY ROUTES TO MARK

The SDDOT has identified several routes that have some of the poorest condition pavement markings and desires to have those routes marked first. The priority routes to mark first are as follows:

-SD 15 and SD 20 from US 212 north 12.4 miles to 0.41 miles north of SD158.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	000P-169 & 000N-169	6	9

Rev. 9-13-23 SLS